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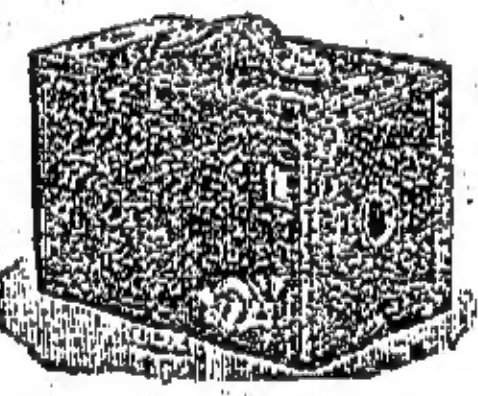
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Special Rates for Tourists.

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Electric Passenger Elevator to each floor.

Table D'Hotel at separate tables.

For Terms, &c., apply to the

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Hongkong, 10th June 1903.

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AND

CANTON

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WM. FAIRBairn,

Proprietor.

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PORT, Several Years in Bottle and particularly recommended for Invalids. There is no better value for money in Hongkong ... \$20.00

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OLD VINTAGE. A full bodied after Dinner Wine well known and liked all over the East ... \$27.00

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The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 10TH, 1904.

That Germany and Russia should each in its own way attempt to make political capital out of the recent treaty between Great Britain and Tibet is, of course, quite in the nature of things. That China should have sufficient strength of mind to reject their interference is the one satisfactory outcome of the affair. As a fact, though for sufficient reasons China is not mentioned in the British treaty, China has politically been the greatest gainer thereby. For the last ten or twelve years China had been rapidly losing ground in Tibet, and her Amban has found his hold on the Government of the Dalai Lama gradually slipping away. All along the Peking road right up to Batang Chinese influence has come to be persistently ignored, and the Chinese officers find petty obstacles thrown in the way of their free circulation, and every exertion, short of actual insurrection, made to frustrate their measures. Nominally the Amban at Lhasa has extensive control in the administration of government. He is officially on a footing of perfect equality with the chief Tibetan officials, even the Dalai Lama himself; all questions of importance of whatever nature are supposed to be submitted to him for final approval. He has control over the finances and superintends the payment of the native troops; the frontier defences are in his hands, as well as all the relations of the government with peoples outside the borders. He has actually to inspect annually the different garrisons, and none of the higher officials, from the Dalai Lama downwards, can succeed to office without his formal approval. More especially is he charged with the control of Foreign Affairs as they

exist in Tibet. The highest ministers of state may not communicate directly with any tribe or nation beyond the frontier. Should any foreign chief or Government address letters to the Dalai's ministers the latter are not authorised to reply, but must send the correspondence to the Amban, whose duty it is in concert with the Dalai to draw up the reply. It is evident that had these regulations been in full working order war between England and Tibet would have been impossible. In the first place there would have been no possibility for Russian intrigues to gain entrance to Lhasa without the direct permission of the Amban, and in the next place the difficulty would have centred at Peking instead of Lhasa. This decadence of power in the Amban is, however, not of recent growth; it had certainly proceeded far when Tso Kwan was on the throne; it had become almost a thing of naught during the reign of the feeble and debauched Hsien Fung. The extinction of the last remains of feudal dependence in Formosa and Corea has afforded an object lesson to Tibet, so that it is little to be wondered at that it should seek to sever the last traces of dependence. It was under such circumstances that the Government of Tibet were ready to listen to the first overtures from outside which afforded any hope of relief. It was under such conditions that the British Government first sought to open up intercourse with Tibet. Not being anxious to interfere with Chinese suzerainty, it commenced negotiations at Peking, and the Chinese, not wishing to nip in the bud so promising an opportunity of recovering lost prestige, threw few or no obstacles in the way. When, however, the British attempted to put in practice the stipulations of the treaty under her face of things was seen, and the Tibetans resolutely refused to permit communications to be opened. As the British Government showed no sign of compelling the opening, China, always ready to side with the momentarily more energetic party, openly supported Tibet. Finally a compromise was effected and a Chinese custom house was opened on the frontier; but Tibet was even more loth to submit to this action on the part of China than she would have been to deal with England direct. It was under these circumstances that the Tibetans put themselves in the hands of Russia, who to get a footing in Lhasa were willing to make all manner of promises of assistance in case of need. The Tibetans had yet to learn how little the promises were to be depended on, and there is no doubt that it was through depending on these promises that they declined on one pretext or another to meet the British envoy sent in accordance with their own promises. But although Great Britain could not afford to pass over the implied insult, the Power really most interested in the opening of Tibet was not England, but China, and the first effect of the war has been the re-establishment of Chinese influence at Lhasa, where every care was taken by Colonel Younghusband to make the Amban thoroughly comprehend the true position of affairs. That the position was understood there is no reason to doubt on the part of not only the Amban but the higher Tibetan officials, and a curious testimony of this is afforded by the action of the Amban in immediately on the flight of the Dalai Lama appointing the Teshi Lampo to take the head of the executive. The Regent Galon Sri Rampho was quickly appreciated the position, and when he discovered that the British had no desire to injure the capital, and had given strict orders against plunder, his influence seems to have been exercised in the same direction. As a matter of fact the British Government, so far from desiring to lessen Chinese influence, was all the better pleased to be free of the responsibility of re-establishing order, and gladly concurred in the action of the Amban; and this in turn rendered the conclusion of the treaty all the more easy. The fact that in the absence of definite instructions from his Government the Amban refused to sign the treaty entered into by the Regent does not militate against this view of the case, but rather seems to indicate that everything was entered into after due deliberation, and that each one engaged thoroughly understood the position. That the Chinese Government itself refused, even after considerable pressure, to make any protest is also a sign that Peking has also seen the advantage to China of the situation. That she should demand that the affair should be thoroughly explained, and appoint a special representative to go to Lhasa, is quite in accordance with the wishes of the British Government itself. There has on the part of that Government,

from first to last, been no attempt at concealment, but at the same time it is satisfactory to learn that as far as the stipulations of the treaty with the Tibetan authorities are concerned the British Government insists on their standing. They contain no stipulations antagonistic to Chinese interests, and from the fact that the suzerainty claimed by China is not expressly mentioned it is clear that as China had no representative with sufficient power to bind his Government, there was no possibility of treating with China direct. It is then doubly satisfactory to all concerned that the Chinese Government recognises the position that no interference is sought with its relations with Tibet, and that it is quite prepared to put those relations on a more regular footing than they have occupied for some time. Not less important for our future relations with China is the fact that its Government is able to take a clear purview of the position, and grasp the facts that our interests and theirs in many things, whereof this Tibetan difficulty is only one, are practically identical.

Kobe is following Shanghai's example, and arranging for an international walking match. No proposal has yet been made at Hongkong; but perhaps something might be done in chairs. There is much talk in Soochow of the cutting off of the queues. The military officials are very glad of this change, but quite a number of literary men seem to think it is too sudden a change to be good.

The Kobe Chronicle has seen a copy of a telegram despatched from Yokohama to Kobe, marked urgent, and paid for at the higher rate. It was sent on the 26th October and was delivered in Kobe on the 26th—five days later.

Concerning the appointment of Chou-fu as Viceroy of Liangkang, and his subsequent plea of unfitness for such a responsible post, the Shanghai Mercury's translator says this last is always done in such cases as a matter of form. They are having "skating dinners" at Raffles, Singapore. The Straits Times says that a large crowd of diners skated about after dinner until eleven o'clock on October 29th, both ladies and gentlemen. The proprietors of the hotel provided the skates.

The Japanese Consul at Shanghai seems to have celebrated the Mikado's birthday in quite a marked manner. He gave a big ball and reception at the Country Club, entertaining on quite a lavish scale. A foreigner (Mr. Gardner) proposed the Royal toast.

A Japanese who recently posted a petition of appeal in a civil suit, and registered it, is suing the Japanese Minister of Communications for ¥5,000 damages, because the document was despatched as an ordinary letter, and arrived a day too late for leave of appeal to be granted.

A good story reached us yesterday, when the mail from Home came in. The proverbial London bus conductor was the hero. A cab had collided with the Putney bus, and the conductor withered the careless driver with these words: "Call yourself a kaban? You ain't fit to command a Russian gusht."

In spite of the war, and consequent decrease of profits, the directors of the Oriental Hotel Co., Ltd. Kobe, have paid the customary dividend of twelve per cent, and carried 5,372 yen to the reserve. This was because they had "made handsome provision for the future." If the war continue, next year's dividend will be less.

The Times has allowed one of its correspondents to put on record the theory that no one, Japanese or foreign, can write anything of value of bushido unless he happens to be a bushi. It is as if no one could know the truth of chivalry who was not a knight. Bushido, like truth, has many sides, but there is no need to affect a mystery about it.

In common with many other industries that feed the country's revenue, the mercantile marine of Japan, instead of showing a decrease, shows an actual increase, since the outbreak of war. In January last there were 1,062 vessels under the Japanese flag, aggregating 860,318 tons, while at the end of August the number of vessels was 1,179, and the tonnage 731,558. Of these ships 522 were under a hundred tons burden.

The Kobe Chronicle reports that the British steamer Ohio, which recently left the Hokkaido with a cargo of railway sleepers, stranded on the 22nd ult. at the entrance to the port of Chinnampo, Corea. The steamer foundered at 1 o'clock on Wednesday afternoon, and her back is said to be broken. Only a portion of the cargo was saved. The agents of this steamer, which was of 3,976 tons gross, are Messrs. Samuel, Samuel & Co.

Commenting on some features of the trade of Japan for the first six months of this year, the American Consul at Yokohama notes that an association is being organised by the chambers of commerce of several Japanese cities for the promotion of trade with China by means of commercial museums. An effort will be made to induce the Japanese Government to erect suitable buildings in China and rent them to the association for the display of Japanese goods. The plan which they have outlined for acquainting the Chinese with the merits of Japanese wares is more complete and systematic than anything which has been done by other nations in Japan.

The Dairy Farm Company's eighth ordinary yearly meeting takes place in the Company's town office, 2, Lower Albert Road, to-day at 3 p.m.

After a fight in Queen's Road on Tuesday evening an Indian was admitted to the Civil Hospital with a nasty wound above the temple. It appears that a Spaniard attacked him with a knife, inflicting a wound about four and a half inches in length. The police are reticent about it.

On Thursday night a small fire occurred on the Indo-China s.s. *Wo Sang*, then lying off Jardine's Wharf. The fire broke out in the second officer's cabin. Flames burst through the port hole and set fire to the overhead awning, which, with the spars, was burnt down; the deck, also, was slightly charred. The second officer's cabin was completely gutted. The crew set to work and subdued the flames in a very short time. The Fire Float arrived after the fire was extinguished.

For over a year the *Straits Times* has aired the grievance of Li Min, a coolie who was imprisoned and persecuted by the governing authorities of British North Borneo. Mr. Henrick Hutton, M.P., asked questions about it in the House. Our contemporary now announces that the man has been released, and compensated with two hundred dollars. Our contemporary comments: "We only hope that this enquiry and its outcome—regarding which we have so far learned absolutely nothing official from the Borneo authorities—may be the harbinger of a good time coming when the Empire will take over the administration of the Colony from the hands of the Chartered Company."

STABBING AFFRAY.

A row occurred at a Chinese restaurant in Hollywood Road on Tuesday night, and a Chinaman implicated was admitted to the Government Civil Hospital in a serious state yesterday morning.

Several friends were enjoying themselves at a Chinese dinner, and it appears that two of their number were partaking liberally of samshu.

The fumes of the wine mounting to their brains made them quarrelsome, the result being a free fight. One man was admitted to the Hospital, having received a severe wound in the lower part of the abdomen. The other was arrested yesterday, and will probably be brought into court this morning.

THE LATE CHAN A TONG.

The body of the late Mr. Chan A Tong, whose death notice appeared in our last issue, was buried yesterday afternoon. Many friends were present at the funeral. Mr. Chan A Tong has been the leading contractor in the Colony for many years. It was he who contracted to build the Tytan Reservoir, one of the greatest undertakings in the Colony. He contracted with Messrs. Panchard and Lowther regarding the Naval Yard extension; built Central Market; and contracted for the new Post Office and the new Law Courts. At one time he was reputed to be a very wealthy man, but subsequently it is said he lost large sums of money in shipping business. He was a quarry farmer for many years, supplying a very great part of the granite used for public works. He was 59 years of age.

THE INTERPORT TEAM.

The P. & O. S. S. *Manila* arrived from the North yesterday morning with the remaining members of the team to represent Shanghai in the Interport Cricket series. These were Messrs. F. D. Potter, H. R. Parkes, J. M. Drummond, V. H. Lanning, O. V. Lanning, T. Wallace, S. Wallace, G. C. Dew and C. E. Dunman. Messrs. Moule and Turnbull arrived previously. The Singapore team arrived by the s.s. *Prinsen* in the afternoon. Some of the visitors are guests of members of the Hongkong Cricket Club; others of the Hongkong Club. They were met by Mr. A. R. Lowe, the secretary of the Hongkong Cricket Club.

Mr. William Farmer advertises that a grand stand is being erected, for the accommodation of the public, at the south-east corner of the Cricket Ground. There will also be a refreshment bar, with tiffin, teas, and other comforts.

CRICKET.

A match was played yesterday between teams representing the Kowloon and Army Ordnance Corps Cricket Clubs, the result being a win for the former team by nine runs.

The scores were as follows:—

KOWLOON CRICKET CLUB.

W. Dixon, b Skinner	55
Cross, b Bromley, b Bradford	0
Clelland, b Bradford	30
Hanop, b Bradford	0
Lightfoot, b Bradford	0
Horton, b Bradford	0
Lapley, c and b Skinner	2
Swan, c and b Bradford	1
Robinson, b Skinner	0
Scott Cranston, run out	0
Robinson, not out	10
Extras	10
Total	110

ARMY ORDNANCE CORPS.

Webb, c Robinson, b Dixon	24
Thurlock, b Dixon	8
Edwards, c and b Horton	1
McGibbon, c and b Horton	15
Skinner, b Dixon	34
Bradford, not out	0
Oliver, b Dixon	1
Bromley, c Lapley, b Dixon	1
MacLean, c Lapley, b Dixon	1
Merritt, run out	4
Bilton, b Dixon	2
Extras	4
Total	101

TELEGRAMS.

["DAILY PRESS" SERVICE.]

PRESIDENT ROOSEVELT RE-ELECTED.

LONDON, 9th November.

President Roosevelt has been re-elected President of the United States of America by an overwhelming majority.

[REUTERS' SERVICE.]

MURDER OF A RUSSIAN OFFICER IN MONGOLIA.

LONDON, 7th November.

Col. Bogdanoff and his three companions, who were sent by Admiral Alexieff into Mongolia, ostensibly for exploration, have been found murdered.

REGISTRATION OF CHINESE PARTNERSHIPS.

The following letter, written to the *Straits Times* by "An Importer," has particular interest for Hongkong at the present time: Sir,—I have read with great interest your leading article about Mr. Saunders' report on the working of the Bankruptcy ordinance. I fall however to come to the conclusion, arrived at by you, that a registration of partnerships would ameliorate the financial conditions of the bazaar. One must not overlook that these cases which come before Mr. Saunders form only a minimum percentage of the trade of this place, and before rushing into legislation it behoves merchants to consider the position. Trade, as everybody will admit, is most flourishing when there is abundance of capital, and scarcity of money acts reversely on business. It is therefore in the interest of merchants to attract as much outside money, earned either on a plantation or in mining or any other way, to the exploitation of the bazaar-business and, to put difficulties in the investor's way is equivalent to retarding trade by diminishing the capital that would otherwise be available for its purposes. I assert that a compulsory registration of partnerships would be considered such a difficulty by the Chinese community, and it would keep out a lot of capitalists who dread an unlimited liability in a firm in the management of which they have little to say. We shall then have the same impediment that existed before the creation of the limited liability company at home, and without doubt Chinese-ness would quickly realize that their salvation would be in a wholesale conversion of their shops into limited liability concerns. "This would be Mr. Saunders' 'Utopia' as everything would be smooth working in winding up a concern of legal standing. But, and this is a large but, would it benefit the trade? I think not. We would have as many failures, if trade was bad, and assets would not become any larger. I even go so far as to say that at present, partners very often keep a concern floating by putting in more money or by lending their credit of a different shop, in bad times, and if business improves Mr. Saunders will never make the acquaintance of that particular concern. Had it been a limited liability company to which this registration of partnership will lead us, the chop would never have a chance of getting on its legs again. My personal belief is that as far as Chinese shops are concerned, a registration of partnerships will not be a blessing. Failures will occur on credit business, and people who do not want to run this risk have the option of trading on a cash basis. If everybody would content to this there would be no need of registration of partners.

TRADE MARKS.

At the meeting of the foreign Ministers at Peking regarding trade marks regulations Mr. Uchida, the Japanese Minister, and Dr. Mumm, the German Minister, maintained their respective views and would not give way, and the British Minister, Sir Ernest Satow, is mediating between the two Ministers. The Editor of the *Eastern Times*, commenting on the news, says: The German Minister argues that (1) the fees for registration are too high, (2) the classification of goods is too minute, (3) Chinese officials do not know how to operate the regulations, (4) the date of enforcement is too soon. However these reasons given by the German Minister are only the apparent ones, and the real reason for the German objection is that all the goods imported by Germany to China are merely imitations of foreign goods other than German, and the Germans are using many trade marks similar to the genuine goods; and in case the present regulations come into force the German trade in China will be greatly affected, and that is the actual reason why the German Minister wishes to postpone the enforcement of the regulations for a year or at least for six months if necessary. Again the German Minister objects to the fact that the regulations have been compiled by a Japanese expert and are more convenient for the Japanese than anybody else. The Japanese Minister maintains the view that the Japanese merchants have already sent in applications which were in the hands of the Chinese Authorities on the day of the operation of the regulations, namely on the 23rd October, and the matter cannot be postponed in any case. The affair of trade marks regulations is merely a matter of the internal administration of China, and it is not a matter for the interference of the Powers, etc.

THE WAR.

[REUTERS' SERVICE.]

THE RUSSO-BRITISH CONVENTION.

LONDON, 7th November.

Great Britain has proposed three additional articles to the Convention, providing for legal assessors, a division of the expenses of the Commission, and for the decision to be arrived at by a majority and not necessarily a unanimous one.

A "DEAR SQUADRON."

LONDON, 7th November.

The Tsar telegraphed to Admiral Rozhdestvensky before he sailed:—"My heart is with you and your dear squadron; the eyes of Russia are upon you."

GERMAN OPINION.

According to an article in the *Deutsche Revue*, attributed to a prominent statesman, and dealing with the situation in the Far East, it is not likely that Russia will make the first proposals for peace seeing that Japan provoked the war; and Russia will fight to the death until Japan sees for peace. On the other hand, the Japanese Government will not dare to sue for peace until the Russian forces have been driven out of Manchuria. Altogether, the article in question is in favour of Russia. Thus, the author says that Russia will demand naturally entire satisfaction for the "perfidious manner in which peace was violated by Japan last January, and also guarantees which will render such attacks impossible in future." Meanwhile, nobody in Russia is dreaming of peace; in fact, no proposals made by Japan would be anything but senseless if they are made before a victorious Japanese army has entered Moscow, and even though Port Arthur fall, and General Kuropatkin meet with further reverses, and the Russian Navy suffers defeat again and again, yet peace will be brought no nearer thereby, for Russia alone can dictate the terms of peace, and it will never permit Japan to dictate them. This is the reason that the war may be prolonged for three or four years without Russia changing its view, for Russia possesses all the means for carrying on the war for some years. The near future will show the world if Japan can make good continually its losses in men, and can bear the financial ruin brought on by years of warfare. "If it should turn out after the war that Port Arthur should be in the hands of Japan, it goes without saying that a peace signed under such conditions would not be a peace, but only a cessation of warfare for a time, for Russia cannot, and ought not, to receive peace from the hands of Japan unless it wishes to lose its power and standing in the world at large." Finally, "The Yellow Peril can be warded off, at least for some years, only by a striking defeat being inflicted upon the Japanese."

THE EMPRESS OF CHINA.

"In front of her was a high table covered with yellow silk on which were set two vases filled with chrysanthemums, and between them two glasses containing a carved coral sceptre of exquisite workmanship. It was not until the Empress Dowager pushed aside this glass, in order to stretch forward and shake hands across the table with the ladies who were presented to her, that I had an opportunity of really studying this remarkable woman of whom I have heard and read so much. She sat upon a kind of Turkish divan covered with figured Chinese silk of a beautiful yolk of egg colour; being low of stature, her feet (which are of natural size, she being a Manchua) barely touched the ground, and only her head and shoulders were visible over the table placed in front of her. She wore a Chinese coat, loose and hanging from the shoulders, of a diaphanous pale blue silk material, covered with the most exquisite Chinese embroidery of vine leaves and grapes. Round her neck was a pale blue satin ribbon about an inch and a half wide, studded with large lustrous pearls, pierced, and sewn to the ribbon. Her head was dressed according to the Manchua fashion, the hair being parted in front and brushed smoothly over the ears; to be afterwards caught up at the back and draped high and wide over a kind of paper-cutting of dark green jade set, like an Alsatian bow, crosswise on the summit of the head. The ends of this paper-cutting were decorated with great bunches of artificial flowers, butterflies and hanging crimson silk tassels. Her complexion is that of a North Italian, and, being a widow, both cheeks are unpowdered according to Chinese custom in such cases. Her piercing dark eyes when not engaged looking at the ladies roved curiously about amongst her surroundings. Her age is sixty-eight, as she told us herself, but her hair being dyed jet black, and most of it artificial, her appearance is that of a much younger woman. Her hands are long and tapering, and very prettily shaped, but they are disguised by the curious national custom of letting the nails grow inordinately long. The nails of the two smaller fingers of the right hand were protected by gold shields which fitted to the finger like a lady's thimble and gradually tapered off to a length of three or four inches."—From Lady Susan Townley's "Chinese Notebook."

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash. Telegraphic Address: Press, Codes: A.R.C., 6th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

INTERPORT CRICKET CARNIVAL.

November 11th to November 21st, 1904.

A GRAND STAND will be erected at the South East Corner of the CRICKET GROUND, for the accommodation of the Public. Refreshment Bar, Cold Tiffin, and Afternoon Tea will be provided. Prices of Admission:—Daily Tickets, 50 cents. Season Tickets, \$3.00. Season Tickets can be obtained at the Robinson Piano Company's Stores, Queen's Road.

WM. FARMER.

Hongkong, 10th November, 1904. [2649]

PUBLIC AUCTION.

THE Undersigned has received instructions from C. ROGGE, Esq., to Sell by Public Auction,

on

THURSDAY, the 17th November, 1904, commencing at 2 p.m. Sharp, at his Residence, No. 1, ELKOT Crescent, Robinson Road, THE WHOLE of his

VALUABLE HOUSEHOLD FURNITURE.

Comprising:—SILK TAPESTRY DRAWING ROOM SUITE, PICTURES, CUPBOARDS, ORNAMENTS, BRASS MOUNTED FENDERS, FANCY TABLES, CHAIRS, CARPETS, RUGS, CURTAINS, CUSHIONS, &c. &c. VERY FINE EXTENSION DINING TABLE (all latest PATENT) with BEVELLED GLASS and DINNERS WAGON, PEAK CABINETS, OVERMANTLES, FINE ICE CHEST, DINNERS and DESSERT SERVICE, ELECTRO PLATE and GLASS WARE, CUTLERY, SEVERAL SINGLE BEDSTEADS, CARVED WARDROBES with BEVELLED GLASS, MARBLE TOP WASTEBANDS and TOILET TABLES, TIN-LINED BOX COUCH, CHESTS of DRAWERS, BOOK CASES, PHONOGRAPH with RECORDS, WELSCH BURNERS, KITCHEN STOVE and UTENSILS, PANTRY and BATHROOM REQUISITES, ONE COTTAGE PIANO and ONE SINGER'S TREADLE MACHINE.

Also A Quantity of PALMS and other PLANTS. Terms:—As Customer. On view from Tuesday, the 16th November. GEO. P. LAMBERT, Auctioneer.

Hongkong, 10th November, 1904. [2650]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PREUSSEN," of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 o'clock, To-day, the 9th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 15th instant, at 9.30 a.m.

All Claims must reach us before the 21st instant, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 9th November, 1904. [5]

ST. ANDREW'S BALL.

SCOTSMEN Desiring to SUBSCRIBE to the Fortcoming ST. ANDREW'S BALL, on 30th NOVEMBER, are requested to forward to the undersigned their NAMES and ADDRESSES, and to State whether Married or Single.

DAVID WOOD, Hon. Secretary.

St. Andrew's Ball Committee. Hongkong, 27th October, 1904. [2653]

HONGKONG JOCKEY CLUB.

NOTICE.

THE RACE COURSE is NOW OPEN for TRAINING. Members requiring Stand or Stable Accommodation for the forthcoming Training and Racing Season will oblige by applying to the undersigned before MONDAY, the 14th inst. By Order.

T. F. HOUGH, Clerk of the Course.

Hongkong, 1st November, 1904. [2657]

NOTICE.

WILLIAM POWELL, LIMITED.

MR. HARRY EYRE has This Day taken over the MANAGEMENT of the Company's Business. By Order of the Board of Directors, R. G. HECKFORD, Manager.

Wm. Powell, Ltd.

Hongkong, 8th November, 1904. [2625]

NOTICE.

WILLIAM POWELL, LIMITED.

DURING the Interport Cricket Matches our Establishments will be CLOSED at 3 o'clock p.m. daily. HARRY EYRE, Manager.

Hongkong, 9th November, 1904. [2643]

INTIMATIONS

WANTED.

BY a Young Englishman, situation as OFFICE ASSISTANT, NT, has experience in Shipping, Insurance, Import and Export. Apply—X. Y. Z., Care of Daily Press Office, Hongkong, 9th November, 1904. [2640]

WANTED.

BY Two Young Men, a FURNISHED ROOM, with Bath (without Board) on the Hongkong side. Must be Central. Apply to—M. D. C., Care of Daily Press Office, Hongkong, 8th November, 1904. [2626]

WANTED.

A YOUNG LADY, for a First-class Private Hotel, as an ASSISTANT to the MANAGERESS. State Age and Salary expected. Apply to—BOX B. B., Care of Daily Press Office, Hongkong, 8th November, 1904. [2627]

SITUATION WANTED.

A MIDDLE-AGED PORTUGUESE, who has held the position of AGENT per pro. for a line of Steamers in a Coast Port for the last ten years, seeks a position of trust in this Colony. Is a thorough English scholar, has a fair knowledge of French, speaks Spanish and Cantonese fluently. Is open from 1st January, 1905. Address—S. E. P., Care of Daily Press Office, Hongkong, 8th November, 1904. [2628]

LESSONS IN ENGLISH.

LESSONS in English given by an experienced ENGLISH LADY TEACHER. Apply to—L. H., Care of Daily Press Office, Hongkong, 9th November, 1904. [2642]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 10th November, 1904, at 11 a.m., at his SALES ROOMS, Duddell Street, A QUANTITY of

USEFUL HOUSEHOLD FURNITURE.

On View from Wednesday, the 9th November. TERMS:—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

Hongkong, 8th November, 1904. [2635]

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 14th day of NOVEMBER, 1904, at 3 p.m., at the Office of the Public Works Department by Order of His Excellency the Governor, of One Lot of Crown Land at Hok Tin in the Colony of Hongkong, for a term of 75 years, commencing from the 3rd day of July, 1900, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

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Stalls and Dress Circle... \$8.

Pit Stalls... \$2.

Pit... \$1.

NOTICE.

THE Annual Session of His Majesty's Justices of the PEACE will be held in the JUSTICES' ROOM, at the Magistracy, on TUESDAY, the 15th day of November, 1904, at 3.30 p.m., for the purpose of considering applications for Licenses and Adjunct Licenses for the year 1904-1905, under Ordinance No. 8 of 1895.

Forms of application may be obtained at the Magistracy. All applications must be forwarded to the Magistracy on or before Tuesday, the 1st day of November, 1904.

H. H. J. GOMPERTZ, Police Magistrate.

Magistracy, Hongkong 11th October, 1904. 2568

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Naval Authorities that TORPEDO RUNNING will be Carried out from the range at Lai Chi Kok for upwards of a month commencing on the 7th instant.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 5th November, 1904. 2616

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS AND GENERAL COMMISSION AGENTS. SPECIALITY: HUMAN HAIR. No. 12, Pottinger Street, Hongkong.</

TO LET

TO LET.

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also Rooms or Offices on the First Floor of same address.

Apply to—
YEE SANG FAT,
Above Address.
Hongkong, 15th October, 1904. [2419]

TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD.

Nos. 6, CASTLE ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPTON & DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET.

THREE LARGE ROOMS with Serran's Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same floor as that occupied by the China Fire Insurance Co. ROOMS in College Chambers.

Apply to—
DAVID SASSON & CO., LD.
Hongkong, 28th September, 1904. [2322]

TO LET.

A WELL FURNISHED AIRY ROOM, (Bathroom Attached), with Board in a Private English Family.

Apply to—
R. E.
Care of Daily Press Office.
Hongkong, 9th November, 1904. [2641]

TO LET.

BANGOUR (PEAK).

THE EYRIE (PEAK).
ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE.
BELLIOS TERRACE, Nos. 11, 13 & 21.
BEACONSFIELD ARCADE, No. 14.
1st Floor.
ONE SHOP in BEACONSFIELD ARCADE.

Apply to—
LINSTEAD & DAVIS.
Hongkong, 3rd October, 1904. [2363]

TO LET.

NO. 6, UPPER MOSQUE TERRACE, European residence, just renovated, painted and coloured; immediate possession.

Apply to—
G. J. SEQUIRA,
Care of A. R. Marty.
Hongkong, 28th September, 1904. [2321]

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1177]

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

HONGKONG CLUB.

TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

Apply to—
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.

NO. 15, HOLLYWOOD ROAD (8 Rooms) with Kitchen, Bathrooms, and Servants' Quarters.

Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [1199]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [2350]

TO LET

TO LET.

NO. 1, RIPON TERRACE (in FLATS).

A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.
FLATS in MORRISON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE'S PREM).
GODOWNS; PRATA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1904. [175]

TO LET.

FOUR LARGE ROOMS, on 1st Floor of the Connaught Hotel, suitable for Offices.

Apply to—
MANAGER,
Connaught Hotel.
Hongkong, 8th November, 1904. [2629]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [74]

TO LET.

TWO ROOMS, on the First Floor of the Alexandra Buildings.

Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.

Apply to—
C. L.
Care of Daily Press Office.
Hongkong, 5th October, 1904. [2375]

TO LET.

ONE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39 ROBINSON ROAD.

Apply to—
J. ULLMANN & CO.,
34, Queen's Road.
Hongkong, 23rd September, 1904. [2331]

TO LET.

NO. 58, CAINE ROAD, European Residence, consisting of SIX ROOMS, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour.

Possession 1st January, 1905.
Apply to—
MANAGER,
China Merchants S. N. Co.
Hongkong, 15th October, 1904. [2448]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904. [865]

TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply to—
Care of Daily Press Office.
Hongkong, 8th September, 1904. [2161]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. RYNNELL & Co.

BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [2578]

AMOI ENGINEERING CO., LD. AMOI

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [15]

A. LING & CO.

FURNITURE STORE.
PLATED GLASS AND CROCKERY WARE, &c., &c.; and FOUCROW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [2297]

DRASTIC CHANGES AT THE ADMIRALTY.

Sir John Fisher came into power at the Admiralty on October 21, and it was believed that a revolution in naval administration would be instituted when the new First Sea Lord took up his duties.

Several of the old and powerful officials were to depart, and their places to be taken by men more ready to facilitate innovations.

Among the changes to be certainly brought about were the following:—

A less wasteful scheme to be devised for the dockyards.

Naval supremacy over the Army in home defence to be insisted upon.

An economic redistribution of the fleets.

All useless ships to be recalled.

Gunnery to be placed before every other consideration in training.

The idea of the new naval school is that the Army is a department of the Navy, and that no strategic or military decision affecting these islands, India, or the Colonies should be arrived at until the naval view has been heard and considered.

The first thing that the new administrators will endeavour to secure is a decision as to whether or not the Navy is to be responsible for preventing invasion.

If it is to be responsible, £14,000,000 a year can be saved from the Army, it is said, and either spent on the Navy or given back to the public in the shape of remitted taxation.

The expenditure on the British Army today is divided under two heads. About £14,000,000 a year goes on troops which are required abroad, and £14,000,000 a year is spent on military preparations for home defence.

The latter item is money thrown away in the opinion of the new men who run the Fleet from October 21.

Arrangements were to be made for increasing the power of the Fleet without increasing the expense. At the present time many ships of war are stationed in distant parts of the world for no sounder reason than that ships were placed there ages ago, before the strategy of to-day was thought of, and their crews would be lost for effective purposes, like the crew of the Russian gunboat *Manchouk* at Shanghai.

These useless ships of war will be brought home, and their officers and crews will be used for fighting ships on important stations.

The new system of naval crews will be adopted, and a new man-of-war, instead of being commissioned on one day, will receive its captain, commander, engineer, gunnery officer, warrant officers, and a few men several weeks before the day of commission. By this means new ships will be efficient on the day of their commission instead of weeks and weeks elapsing before they are fit to fight.

With regard to the consignment, it is believed that a large portion of the service and most of the duties now performed by the naval coast-guard could be equally well carried out by landmen. A fully-trained seaman-gunner costs about £250.

In order to provide nucleus crews for the ships of the Reserve, officers and men must be transferred from naval employments of lesser importance and concentrated on the one business of their life—namely, efficient fighting.

To provide these officers and men it may be that no more bluejackets will be appointed to the coastguard of the United Kingdom. The commissions of ships on foreign service may be cut down from three years to two.

All obsolete methods of gunnery will be swept away, and the restrictions and regulations which militate against good shooting will be cast out of the service with the faulty gun-sights which have caused so much trouble.

Daily Express.

THE BRITON IN HIS BLINDNESS.

It is a story from Peking to Peking. But incidents reported concerning the Thames shipbuilding industry and British commerce with China may be read, remarked the *Standard* last month, together as illustrative of what happens at the two poles of our industrial system. Some time ago Messrs. Yarrow and Co. obtained a contract from the Austrian Government for the construction of thirty destroyers and torpedo-boats. To carry out the order within the stipulated time night work was indispensable. The mere employment of extra hands by day would not do, as, by the nature of the case, the space is very cramped. It was, of course, a question of special remuneration, and the firm offered pay at the rate of "time and a quarter," which, it is stated, is the customary scale elsewhere. The local artificers, however, claimed "time and a half," and held out stiffly for this amount. Messrs. Yarrow urged without effect that to concede this would wipe out the margin of profit, and as the men remained inexorable, gave a practical proof of the good faith of their contention by abandoning their intention of building the vessels at Peking. The work will now be done by Austrian and Italian labour, we presume, at the Stabilimento Tecnico, of Trieste, and whatever employment is involved in executing a contract of the value of a quarter of a million sterling has been lost to English workmen. A good deal has been heard of late about the depression in the Thames shipbuilding trade, and the usual appeal for sympathy has been made in the name of the labourers. If the episode which we have

described be typical, no further explanation is required of the source of the distress. In the Chinese instance, which is drawn from the *Standard*, it is that of wonderful miscellany. The Consular Reports—it is the prerogative of the employers of labour that was invited to consider. Mr. Jamieson, the Commercial Attaché to the Legation at Peking, who is the author of the Report published yesterday on the Foreign Trade of China, is an official of great experience, and by no means disposed to turn a blind eye to the mismanagement of the British enterprise. But he gives emphasis to a certain feature of the situation, and complains that our business men either can or will not adapt their methods to the requirements of the native market. He quotes a most states of this curious mixture of rigidity and pomposity in the heads of great export houses. "We are ready enough to invoke the good offices of His Majesty's representatives in finding the means of access to the consuming classes. But when, in deference to their wish, the Consul has put them in communication with a suitable local agency, the well-intended requests of the latter are flouted in the most superior tone. To the mind of the mere layman, it would seem obviously reasonable to ask for descriptive catalogues, specifications of lowest prices and freight charges, and an appropriate recognition of small samples. It was surely rather chilling and irrelevant to have in reply that the highly respected manufacturer had been in existence a hundred and twenty-four years, that he knew from experience that samples were of little use in obtaining custom, and that a letter of good faith he wanted a "man" in order to look for the lines which the agent knew he could sell." Is there room for wonder that the humble middleman did not pursue the negotiation? Probably a German or Belgian or American rival was sufficiently flexible to find and keep possession of the coveted field. We are aware that well-established English firms are not prepared to treat with much respect the reproaches with which the Consular Reports teem. They claim to know their own business, and a good deal better than the Diplomatic amateur who leaves home with a fixed idea in his head and feels bound to put it, when the time comes, into one of the regulations, paragraphs of the annual review. There may be some truth in this. A young official with a turn for writing is exposed to the temptation to show his penetration at the expense of his seniors, and is a little apt to mistake the accepted theory for the outcome of intelligent observation. But the members of the Diplomatic Service cannot all be in a conspiracy to impute blame. On this point their judgment is almost unanimous. [The *Standard* does not appear to remember that the aforesaid diplomatic officials may be wisely prompted.]

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SHIPPING.

VESSELS ADVERTISED AS LOADING.

VESSELS ON THE BERTH

ARRIVALS.
ALGERINE, British sloop, 1,050, Rowland Nugent, 8th Nov.,—Shanghai 5th Nov.
CRUSADER, British str., 2,744, F. Brown, 9th Nov.,—Mojoi 4th Nov., Coal.—Mitsui Bussan Kaisha.
FEICHI, Chinese str., 980, E. Hoelger, 9th Nov.,—Swatow 8th Nov., General.—China.
GANGA, British str., 2,271, Scheld, 8th Nov.,—Cardiff 22nd September, Coal.—Doddwell & Co.
KEONGWAI, German str., 1,115, W. Mollermann, 8th Nov.,—Bangkok 1st Nov., Rice and Teak.—Butterfield & Swire.
KICHIANG, British str., 1,228, Harris, 9th Nov.,—Chinkiang 4th November, General.—Butterfield & Swire.
KNIGHT OF ST. GEORGE, British str., 2,969, Alex. Putnam, 8th Nov.,—Amoy 7th Nov., Tea, &c.—Arnhold, Karberg & Co.
MANILA, British str., 2,711, H. G. Lovell, 9th Nov.,—Yokohama via Ports 25th Oct., General.—P. & O. S. N. Co.
PRINCE, German str., 3,278, K. Dahl, 9th Nov.,—Bremen 29th Sept. and Singapore 4th Nov., Mails and General.—Melchers & Co.
WONGKAI, German str., 1,115, J. Bruhn, 9th Nov.,—Bangkok 30th Oct., General.—Butterfield & Swire.
WOSUNG, British str., 1,109, Dawson, 9th Nov.,—Shanghai 5th Nov. and Swatow 5th, General.—Butterfield & Swire.

DEPARTURES.
9th November.
AMARA, British str., for Kobe.
BOU BOK, French str., for Saigon.
BRECONGHE, British str., for Chefoo.
DEWENT, British str., for Saigon.
HATLAN, French str., for Hothlow.
JOHANN, German str., for Hothlow.
MARICA, British str., for Nagasaki.
PRINCE ALICE, German str., for Europe.
SHANUNG, British str., for Sumatra.
TRIUMPH, German str., for Coast Ports.

VESSELS IN DOCK.
8th November.
ATHEMION DOCK.—
HONGKONG DOCK.—
LITTON, U.S.S. Fathomer, Argos, Longwood, Kiangnan, H.M.S. Paine, H.M.S. Whiting, H.M.S. Moorhead.
COSMOPOLITAN DOCK.—

VESSELS PASSED ANJER.
Oct. 21, French barque, St. Dunellen, Bertrud, from Dunkirk for Saigon.
Oct. 21, British str., Grogden, Kord, Aug. 17, from Y. for Manila, via Batavia.
Oct. 22, Dutch str., Anthea, De Boer, Sept. 17, from L. verpoo via Amsterdam, for Batavia.
Oct. 22, Dutch str., Madura, Haasoot, Sept. 30, from Amsterdam for Batavia.
Oct. 24, Dutch str., Memnon, Koudenberg, Oct. 23, from Tjilatjap for Batavia.
Oct. 25, British str., Asot, Cox, from Durban for Hongkong.
Oct. 25, Norwegian bge., Fager, Hangland, July 22, from Mauritius for Singapore.
Oct. 25, Dutch str., Lawes, Meyer, Sept. 17, from Rotterdam for Batavia.
Oct. 26, Norw. barkentine, Lyra, Jorgensen, from Bangkok.

VESSELS ON THE BERTH
NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"PREUSSEN,"
OF THE NORDDEUTSCHER LLOYD,
Captain R. Dahl, will leave for the above ports TO-DAY, the 10th inst., at 6 A.M.
NORDDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 10th November, 1904.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship
"PENTAKOTA,"
Captain C. Willis, will be despatched as above on SUNDAY, the 13th inst., at DAYLIGHT.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 8th November, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"TOURANE,"
Captain Girard, will be despatched for the above ports on or about MONDAY, the 14th inst.
For Freight or Passage, apply to
L. BROUO,
Acting Agent.
Hongkong, 8th November, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship
"KENNEBEC,"
will be despatched as above on or about the 18th inst., instead of as previously advertised.
For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 14th October, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

PROPOSED SAILINGS.

S.S. "CLAUVERDALE" ... 30th Dec., 1904.
S.S. "RAS ISSA" ... 20th Jan., 1905.
For freight and further information apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 8th November, 1904.

ATLANTIC LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.		3. From Blake Pier to Naval Yard.	
2. From Harbour Master's to Blake Pier.		4. From Naval Yard to East Point.	
DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH
LONDON & ANTWERP, via SINGAPORE, &c.	MANILA	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	1 m.
LONDON, &c., via PORTS OF CALL	CHUSAN	Brit. str.	—
LONDON & ANTWERP	BENALDER	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	TELEMACHUS	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	DIOMED	Brit. str.	1 m.
BREMEN, via PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—
HAVRE, BREMEN & HAMBURG	SLAVONIA	Ger. str.	k. w.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	k. w.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	k. w.
HAVRE & HAMBURG	ARMENIA	Ger. str.	k. w.
HAVRE & HAMBURG	C. FRED. LAEISZ	Ger. str.	k. w.
TRIESTE, &c., via SINGAPORE, &c.	MARIA VALERIE	Aus. str.	—
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	1 m.
GENOA, MARSEILLES & LIVERPOOL	DARDANUS	Brit. str.	1 m.
NEW YORK, via PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	—
NEW YORK, via PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	—
NEW YORK, via PORTS & SUEZ CANAL	BREIZ-IZEL	Brit. str.	—
NEW YORK, via SUEZ CANAL	CLAUVERDALE	Brit. str.	—
NEW YORK, via SUEZ CANAL	RAS ISSA	Brit. str.	—
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	1 m.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	KELMUN	Brit. str.	1 m.
VICTORIA (B.C.) & TACOMA via JAPAN	TEXAN	Brit. str.	—
PORTLAND, OREGON	ARABIA	Brit. str.	—
AUSTRALIAN PORTS	TSINAN	Brit. str.	1 m.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CANDIA	Brit. str.	—
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	1 m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	Ger. str.	—
SHANGHAI	SHAOSHING	French str.	1 m.
SHANGHAI, KOBE & YOKOHAMA	TOURANE	French str.	—
AMOI, STRAITS & RANGOON	NUBIA	Brit. str.	—
TAMU, via SWATOW & AMOI	PENTAKOTA	Brit. str.	—
TAMU, via SWATOW & AMOI	M. STRUYE	Jap. str.	—
TAMU, via SWATOW & AMOI	FRITHJOF	Jap. str.	—
ANPING, via SWATOW & AMOI	PROVIDENCE	Jap. str.	1 m.
SWATOW, CHEFOO & TIENTSIN	CHIELL	Brit. str.	—
MANILA	YUNESANG	Brit. str.	—
MANILA DIRECT	ZAFIRO	Brit. str.	—
MANILA DIRECT	RUBI	Brit. str.	—
MANILA	TEWONT	Brit. str.	—
CEBU & ILIOILO	KAIFONG	Brit. str.	1 m.
SANDAKAN	MAUSANG	Brit. str.	—
KI DAT & SANDAKAN	BOENBO	Brit. str.	2 m.
SINGAPORE, COLOMBO & BOMBAY	MATAGON	Brit. str.	—
SINGAPORE, PENANG & CALCUTTA	LATSANG	Brit. str.	—
BOMBAY via SINGAPORE & PENANG	ISCHIA	Ital. str.	—

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 12th Nov., 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 19th Nov., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 7th November, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 16th Nov.	
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 14th Dec.	
R.M.S. "ATHENIAN"	3,862 Tons	WEDNESDAY, 28th Dec.	
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 11th Jan.	
R.M.S. "TANTAR"	4,425 Tons	WEDNESDAY, 25th Jan.	
Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York 262			
Intermediate on Steamers, ... 240. ... 242			
and 1st Class Rail, ...			

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the Inland Sea of Japan, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
2, Leeder Street.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID

FOR SINGAPORE, COLOMBO and MAZAGON BOMBAY

FOR YOKOHAMA, via SHANGHAI, MOJI and KOBE

FOR SHANGHAI

FOR LONDON, &c.

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to

E. A. BEWETT,
Superintendent.
Hongkong, 9th November, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PRINZ HEINRICH	WEDNESDAY ... 16th November
PRINZ REGENT LUITPOLD	WEDNESDAY ... 23rd November
PREUSSEN	WEDNESDAY ... 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 21st December
SEYDLITZ	WEDNESDAY ... 4th January 1905
GNEISENAU	WEDNESDAY ... 18th January
BAYERN	WEDNESDAY ... 1st February
ZIETEN	WEDNESDAY ... 15th February
SACHSEN	WEDNESDAY ... 1st March
PRINZESS ALICE	WEDNESDAY ... 15th March
PRINZ REGENT LUITPOLD	WEDNESDAY ... 29th March
PREUSSEN	WEDNESDAY ... 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 26th April

ON WEDNESDAY, the 16th day of NOVEMBER, 1904, at Noon, the Steamship "PRINZ HEINRICH," Captain Rud Meyer, with MAILS, PASSENGER, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 15th November, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 15th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 15th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
Hongkong, 10th November, 1904.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, via SWATOW	"M. STRUYE"	SUNDAY, 13th Nov., at Daylight.
ANPING, via SWATOW	"PROVIDENCE"	WEDNESDAY, 16th Nov., at Daylight.
ANPING, via SWATOW	"C. CORNELIUSSEN"	Nov., at Daylight.
TAMU, via SWATOW	"FRITHJOF"	SUNDAY, 20th Nov., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.

Hongkong, 7th November, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, DUBLIN, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

SLAVONIA (ex STREASBURG) ... On 18th Nov. Freight & Passenger.

SEGOVIA (HABRE and HAMBURG) ... On 29th Nov. Freight.

SENEGAMBIA (ex NUENBERG) ... On 13th Dec. Freight.

ARMENIA (HABRE and HAMBURG) ... On 27th Dec. Freight.

C. FRED. LAEISZ (HABRE and HAMBURG) ... On 11th Jan. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, No. 1, QUEEN'S BUILDINGS.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 16th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 18th October, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 19th inst., at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Macedonian," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Marmora," due in London on the 1st January, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. BEWETT,
Superintendent.

Hongkong, 7th November, 1904.

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904.

"ST. HUGO" ... 23rd Nov.

"SHIMOSA" ... 18th Dec.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 9th August, 1904.

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

THE Steamship

"BREIZ-IZEL"

will be despatched as above on or about the 1st December, 1904.

For Freight & further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, 4th November, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RAS ISSA,"

Captain R. Porrett, will be despatched for the above port on 20th January, 1905.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 2nd November, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. Austin, R.N.,
THIS Steamer departs from Hongkong, on Week Days, at 8 A.M.; and on Sundays, at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES (week-days) 1st Class (including cabin and servants), Single 83, Return Ticket 25. 2nd Class 51. 3rd Class 30 cents.

Every Sunday will be on Excursion, at the following rates:

1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Steerage 10 cents.

<

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"DIOMED"	On 8th November.
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 20th November.
GLASGOW and LIVERPOOL...	"KEEMUN"	On 28th November.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 12th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.
AMSTERDAM, LONDON and ANTWERP	"TELEMACHUS"	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 24th December.
GENOA, MARSEILLES and LIVERPOOL	"DARDANUS"	On 24th December.

TRANS-PACIFIC SERVICE.
STEAMERS TO SAIL
FOR VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, VIA
NAGASAKI, KOBE & YOKOHAMA.
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[10-11]

Hongkong, 29th October, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, TIENTSIN, THURSDAY PORT DARWIN, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"SHAOSING"	On 11th November.
CEBU and ILOILO SWATOW, CHEFOO & TIENTSIN	"KAIFONG"	On 18th November.
	"CHIHILI"	On 22nd November.
	"CHANGSHA"	On 23rd November.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australasian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[12]

Hongkong, 9th November, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
* MANILA	"YUENSANG"	Friday, 11th Nov., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 15th Nov., 3 P.M.
SANDAKAN	"MAUSANG"	Friday, 18th Nov., Noon.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
[1938]

Hongkong, 9th November, 1904.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
TEXAN	8,615	G. D. Morrison	Saturday, December 17th
TRENTON	9,609	T. W. Garlick	January 10th
LYRA	4,417	G. V. Williams	February 9th
PLEIADES	3,753	Purinton	March 4th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT, 9,606 tons. T. W. Garlick. About 2nd January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very
superior Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
[7]

QUEEN'S BUILDINGS.
Hongkong, 24th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
ARABIA	4,483	Bahle	November 13th, 1904.
ARAGONIA	5,198	Schmidt	December 13th, 1904.
NICOMEDIA	4,398	Wagner	January 9th, 1905.
NUMANTIA	4,370	Brehmer	January 25th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to
ALLAN CAMERON, GENERAL AGENT.
[14]

Hongkong, 14th October, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IRBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INCH"	Captain E. S. Parse.
S.S. "SIKH"	Captain J. Rowley.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain R. P. Craven.
S.S. "INDRABELLI"	Captain H. G. Porter.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.
[2030]

Hongkong, 29th October, 1904.

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"CHUSAN".
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. *China*.
From Australia, ex s.s. *India*.
From Calcutta, ex s.s. *Palermo*.
From Persian Gulf, ex s.s. *B. I. S. N.*
and *B. & P. S. N.* Co's steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M. To-day, the 4th inst.
Goods not cleared by the 11th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 4th November, 1904.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.
Having connection with Company's Mail Stea-
mers to ADEN, SUZ, PORT SAID
MESSINA, NAPLES, LEOHORN and GENOA,
also VENICE and TRIESTE, all MEDITE-
RANEAN, ADRIATIC, LRYANTINE and
SOUTH AMERICAN PORTS up to CALAO.
(Taking Cargo at through rates to PRESTIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship
"ISCHIA".
Captain Magagnoli, will be despatched as above
on SATURDAY, the 12th inst., at NOON.
At Bombay the Steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st October, 1904.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship
"BENALDER".
Captain McIntosh, will be despatched as above
on or about the 10th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 22nd October, 1904.

[2499]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
TRIESTE AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUZ, and PORT SAID.
Taking Cargo at through rates to the BRASIS,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE, and
ADRIATIC PORTS.

THE Company's Steamship
"MARIA VALERIE".
Captain Berberovich, will be despatched as above
on FRIDAY, the 2nd inst., at 11 A.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 2nd November, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG".
851 Tons, Captain J. McGinty, will leave for
Canton at 9 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE
as hitherto, by the steamers of the NIPPON
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TOWBOAT CO., OCEAN S.S. CO.,
and CHINA MUTUAL S.N. CO.
For Further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, 20th May, 1904.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS.

A COMPREHENSIVE AND COMPLETE RECORD
OF THE
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT,"
subscription, if paid in advance, \$12 per annum.
Postage to any part of the World \$2.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.
THE Steamship
"ISCHIA".
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence delivery
may be obtained. Perishable Goods to be
taken delivery of immediately.
All damaged packages must be left in the Go-
downs and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognised.
No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
11th instant, will be subject to rent.
CARLOWITZ & CO.,
Agents.
Hongkong, 4th November, 1904.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENMOHE".
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 10th inst., will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
17th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 10th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd November, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBROUGH,
LONDON AND STRAITS.

THE Steamship
"GLENTORE".
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 14th inst., will be
subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.
McGREGOR BROS. & GOW.
Hongkong, 7th November, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship
"LAISANG".
having arrived from the above ports, Consig-
nees of Cargo by her are hereby informed
that their Goods will be delivered from along-
side.

Cargo impeding the discharge or remaining
on board after 4 P.M., of the 10th inst., will
be landed at Consignees' risk and expense
into Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 8th November, 1904.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANT-
WERP, LONDON AND PORTS.
THE Bucknall Line Steamship
"MANICA".
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before
Noon, To-day, the 8th inst.
All ship-damaged packages must be left in
the Godowns and notice of same sent to this
Office before the 18th inst., or claims in con-
nection therewith will not be recognised.
No Fire Insurance will be effected.
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 8th November, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"PERKIN".
FROM BOMBAY, COLOMBO AND
STRAITS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANT-
WERP, LONDON AND PORTS.
THE Bucknall Line Steamship
"MANICA".

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before
Noon, To-day, the 8th inst.
All ship-damaged packages must be left in
the Godowns and notice of same sent to this
Office before the 18th inst., or claims in con-
nection therewith will not be recognised.
No Fire Insurance will be effected.
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 8th November, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"PERKIN".
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo:—
From Persian Gulf, ex s.s. *B. I. S. N.*
and *B. & P. S. N.* Co's steamers.

Goods not cleared by the 14th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 8th November, 1904.

CARBOLINEUM-AVENARIUS

FOR NERVOUS EXHAUSTION
CHAPOTEAUT'S
Phospho
Glycerate
of Lime
For Nervous Troubles
In Adults and Children
SOLD IN
Capsules, in Syrup,
and in Wine
Increases vital energy and nerve force.
Full instructions with each bottle
CHAPOTEAUT-PARIS, FRANCE
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Known all over the World as a thoroughly
effective preserver of Work against White Ants
Fungus, Dry-rot, Decay.
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LUTGENS, EINSTAMANN & CO
Sole Agents for China.
Hongkong, 19th July, 1904.

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A French Remedy for all Irregularities. Thousands
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the most reliable and safe. At all Chemists and Druggists, or direct from
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